APOLLO AirMap

Moving Map Cockpit Instrument for Microsoft Flugsimulator FSX and FS2004

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On route to Friday Harbour, Washington State, USA

Airmap ICAO Swiss: Zurich Airport

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Introduction

Apollo AirMap is a moving map for Microsoft Flightsimulator using aeronautical and geographic maps. The full functionality of Microsoft Garmin GPS500 is also available with this instrument. Apollo AirMap can be used with every aircraft of the Microsoft Flightsimulator. For the FSX Apollo AirMap comes with a replacement for the Garmin 1000.

The following APOLLO AirMap products are available:

Global Xplorer	-	moving map using on satellite and worldwide street maps based on internet data
Germany + Austria ICAO	-	ICAO maps for Germany and Austria
Germany Topo	-	topographic maps for Germany
Germany, Austria, Switzerland ICAO	-	ICAO maps for Germany, Austria, and Switzerland
Austria Topo	-	topographic maps for Austria
Germany, Austria, Switzerland, Benelux	-	VFR maps for Germany, Austria, Switzerland, and Benelux
Switzerland Topo	-	topographic maps for Switzerland
United Kingdom and Ireland	-	VFR maps for United Kingdom and Ireland
USA East	-	US sectionals east coast
USA Center	-	US sectionals midwest
USA West	-	US sectionals west
USA Alaska	-	US sectionals Alaska (incl. Hawaii)

In preparation:

APOLLO True Weather	-	rain radar for AirMap
APOLLO Terrain	-	terrain radar for AirMap

Installation, Deinstallation, Systemrequirements

Please read the license agreement before you install Apollo AirMap. If you do not accept the license agreement you are not allowed to use Apollo AirMap.

Systemrequirements:

IBM PC with Pentium III 1 Ghz
1 GByte Memory (2 GByte suggested)
110 MByte – 12 Gbyte free space on harddisk (depends on number of installed maps)
Windows95, Windows98, Windows2000, Windows XP, or Windows Vista
DirectX Version 7.0 or above
DVD drive
FS2004, or FSX
Optional: GoogleEarth Version 4 or higher

To install Apollo AirMap the program Apollo_AirMap_XXX.exe must be run from the DVD (or download version). XXX is here a placeholder for the specific product. During installation Apollo AirMap will suggest a path for the installation of the product. If a different path will be selected then there may be trouble with the user acces rights under Windows Vista. You should never install Apollo AirMap under „Program Files“, because programs under this path need administrator rights to write to disk. During installation you can select the number of maps you want to install. If you want to install additonal maps afterward you simply start the program Apollo_AirMap_XXX.exe. To deinstall the program you have again to start setup.exe.

Integration of Apollo AirMap into a panel of an aircraft

At the end of installation Apollo AirMap can be added to one or more aircraft. This will be done with the program **AirMapPanelConfigurator**. The program **AirMapPanelConfigurator** can be started directly from the setup program after installation or as a normal Windows prgram. The program can be found at the APOLLO AirMap installation path ..\Apollo\AirMap\System .

An [G500] or [G1000] in front of the aircraft name shows that Apollo AirMap G500 or G1000 is already integrated into the panel of the aircraft. With help of the mouse and the buttons „Deselect all“, and „Select all“ you can select the aircraft which panels should be changed. If you select an aircraft with an [G500] or [G1000] in front of the name Apollo AirMap will be removed from the panel.cfg after selection of the „Remove“ button. If an [ ] is in front of the selected aircraft Apollo AirMap will be added to the panel.cfg after the selection of „Add“. If there is an error during this operation a message will be shown in the status line. The detailed error message will then be displayed after the selection of the „Log File“ button. On the right side the actual installed version of the Flight Simulator are displayed. The radio buttons can be used to select the Flight Simulator which shall be equiped with APOLLO AirMap. The radio buttons on the lower part of the panel are used to select which instrument (G500 or G1000) should be integrated. The option G1000 is only visible if the FSX is detected. The APOLLO G1000 cannot be used in parallel to the Microsoft G1000. It is only an replacement.

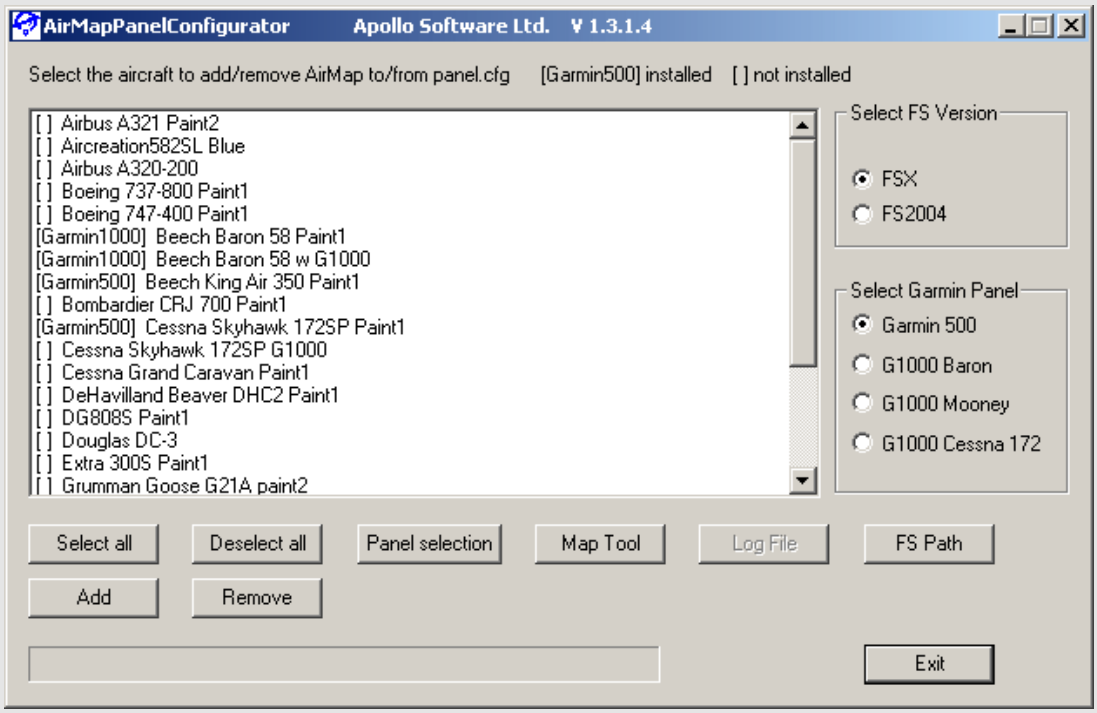


Fig. 1 Apollo AirMap Panel Configurator

The integration of Apollo AirMap can be done individually by selection of the „Panel selection“ button. After selection of this button a file selection dialog with all selectable aircraft will be displayed. To install Apollo AirMap to the aircraft of your choice you must go to the panel folder of the aircraft and select the panel.cfg file:

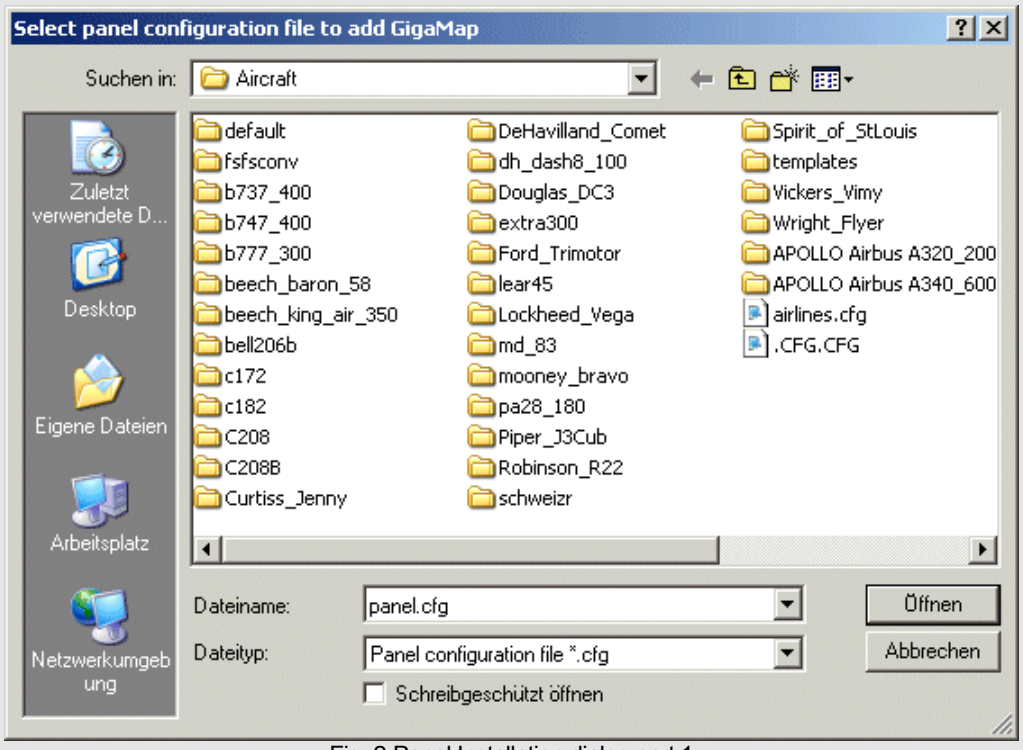
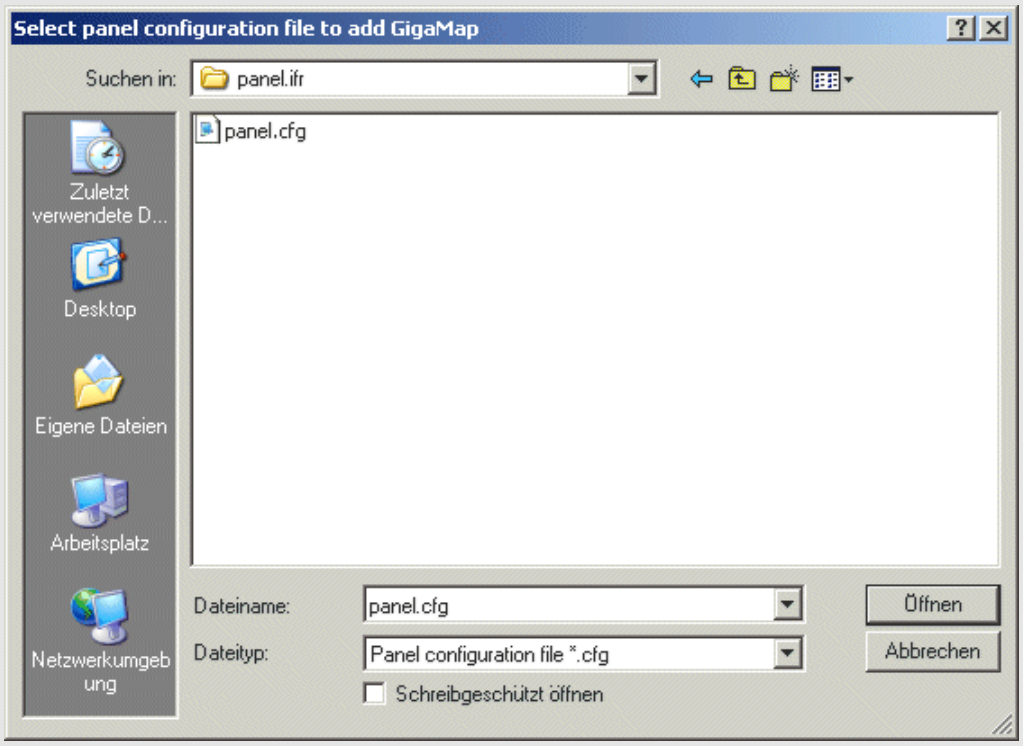


Fig. 2 Panel Installation dialog part 1



• Fig. 3 Panel Installation dialog part 2

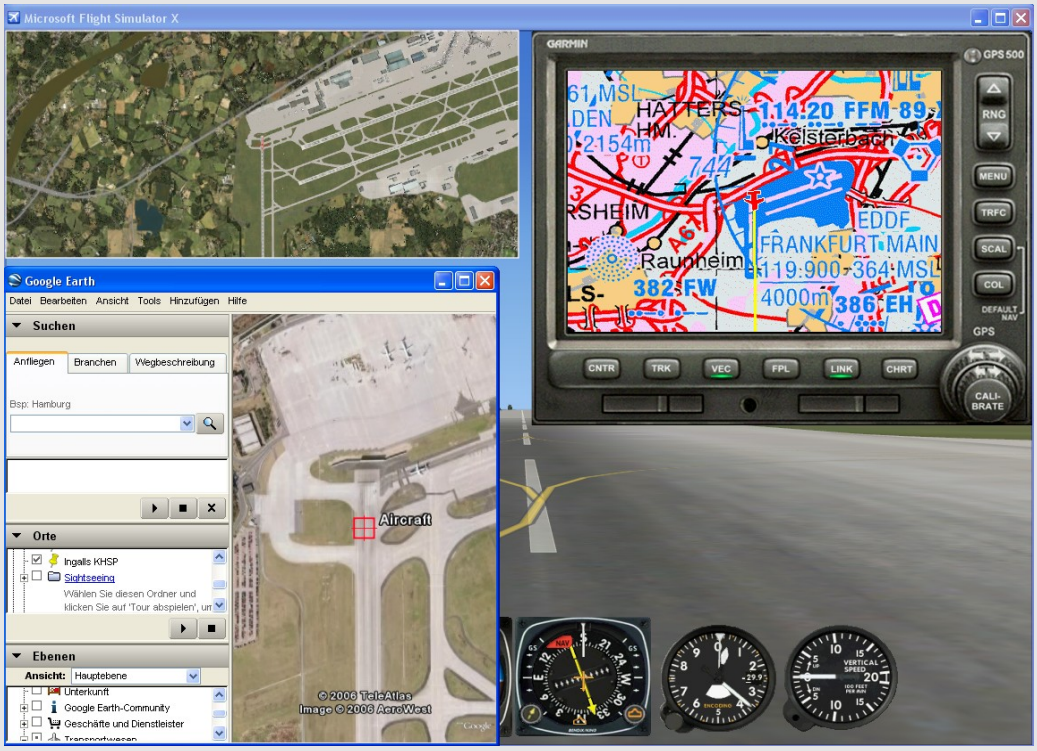
After selection of the **Open**-button Apollo AirMap will be integrated to the panel.cfg file of the selected aircraft.

During this action the selected aircraft must not be loaded in the Flightsimulator because the panel.cfg file may be locked! After integration of Apollo AirMap the aircraft can be selected from the Flightsimulator menu. The same caution must be obeyed during the removal of Apollo AirMap from a panel.

If at the end of installation no aircraft has been instrumented with Apollo AirMap this can be done later by starting Apollo AirMapPanelConfigurator.exe in subdirectory Apollo AirMap\System or from the Apollo AirMap menu.

GoogleEarth / VirtualEarth / GoogleMap

You can control GoogleEarth/VirtualEarth/GoogleMap from APOLLO AirMap with an additonal AddOn which can be obtained **free of charge** from Apollosoftware (www.apollosoftware.com). After activation of GoogleEarth/VirtualEarth/GoogleMap the position of the aircraft will be displayed in GoogleEarth/VirtualEarth/GoogleMap. This feature can be used for the whole world even in regions which are not covered by the AirMap charts. The connection to GoogleEarth can be configured via the the button „GoogleEarth“ in the AirMapPanelConfigurator.



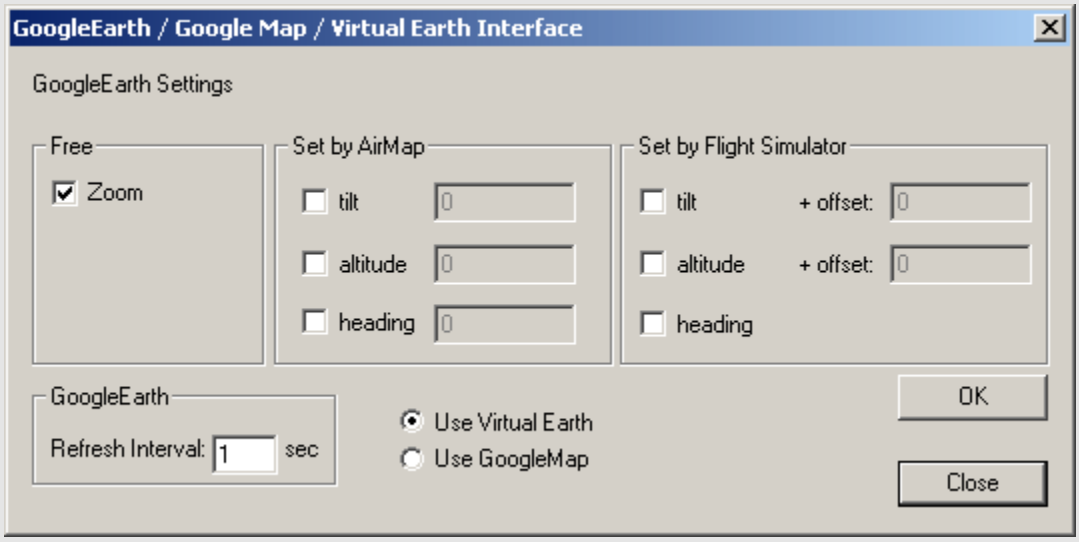


Fig. 4 Configuration of the GoogleEarth interface

The values of tilt, altitude, and / or heading can be set by AirMap or the Flight Simulator. If the values should come from AirMap the values in the Edit-fields must be set. If the values shall come from the Flight Simulator an optional offset to tilt and altitude can be set. This offset will be added to the actual tilt and altitude values from the aircraft in the Flight Simulator. If the checkbox zoom is checked the zoom can be set by using the zoom buttons in the AirMap instrument.

In the Edit-field „GoogleEarth/Refresh Interval“ the timeinterval for the GoogleEarth refresh can be set.

After selection of the „OK“-button the configured values are saved. With the „Close“-button the Dialogue will be closed.

The connection between the Flight Simulator and GoogleEarth can be local or via a LAN. This means Flight Simulator and GoogleEarth can be run on the same PC or one application can be run on one PC and the other application on another PC. The 2 PC configuration is the best solution to achieve a high frame rate.

The ..**\Apollo\AirMap\GoogleEarth** subdirectory contains the file „**AirMap_earth_lnk.kml**“. This file must be used as the reference file for GoogleEarth, because this file is the interface to GoogleEarth. Details to the configuration of this file can be obtained from the documentation of GoogleEarth. The reference file contains a link to the file **airmap.kml** in the same directory and some other parameter, which will not be changed at runtime. If GoogleEarth shall be run on a second PC which is connected with the Flight Simulator PC via a LAN, the link in „**AirMap_earth_lnk.kml“** must direct to the **AirMap.kml** file on the second PC.

Connection between flightsimulator and VirtualEarth/GoogleMap is controlled via the file “AirMap.ini” in the ..\Apollo\AirMap\System subdirectory of flightsimulator. Under the section

[VirtualEarth]

you will find the entry

Link=<path>

where <path> points to the directory where you have installed VirtualEarth for AirMap. By default, this is a subdirectory under “Apollo\GigaMap\“, for example:

Link=c:\Program Files\Microsoft Games\Flight Simulator 9\Apollo\GigaMap\VirtualEarth

In the section GoogleEarth there are similar settings:

[GoogleEarth]

Link=<path>

InstallPath=C:\Programme\Google\Google Earth\googleearth.exe

where <path> points to the directory where you have installed GoogleEarth for AirMap. By default, this is the subdirectory under “Apollo\GigaMap\“, for example:

Link=c:\Program Files\Microsoft Games\Flight Simulator 9\Apollo\GigaMap\GoogleEarth

This directory can exist on the same local pc as flightsimulator, or on a separate pc connected via a network connection. Flightsimulator does not need to run on that networked pc. In that case you would run VirtualEarth/GoogleMap on the networked pc and edit the path manually to point to the correct network path.

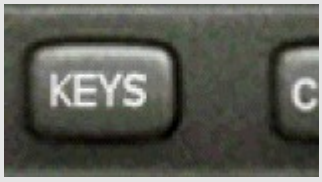
InstallPath is the path to your GoogleEarth installation.

Functions

After integration of Apollo AirMap to the panel of the aircraft of your choice, you can start using it. If your aircraft is within the vincinity of a map then the corresponding part of the map will be displayed. If you are out of the boundaries of a map then the background may be black or white and black.

The moving map can be controlled by buttons on the instrument:

With this button different maps of the same region can be selected. If Apollo AirMap Germany is installed it is possible to toggle between the ICAO, TK200, TK500, and the TK1000 map. If the US version of Apollo AirMap is installed it is possible to toggle between the sectional and the Terminal Area Chart if you are within the area of a Terminal Area Chart. While the program searches for a new map a green LED will be displayed on the button.



The button KEYS is used to activate/deactivate softkeys. The softkeys are used to activate/deactivate the interface to GoogleEarth, GoogleMap, and VirtualEarth and other functions which may be installed. If GoogleEarth, GoogleMap, and VirtualEarth are installed, then the softkeys look like:

The key VMAP activates VirtualEarth, the key GMAP activates GoogleMap, and the key GEARTH activates GoogleEarth.

You can move the center of the map to any point on the map by clicking with the left mouse button on the map. This will activate the „move mode“. In this mode you move to any point within the map. By clicking on the CNTR-button you can recenter the map to the position of the aircraft and disable the move mode.

With this button the route of a loaded flightplan can be displayed.

Fig. 5 Display of the flight plan

If no flightplan route is overlayed the right mouse button can be used to activate the DirTo function by clicking on the FPL-Button. If the DirTo is active the target point will be set on the map by clicking with the left mouse button on the map (panning mode). After leaving the panning mode a vector will be displayed from the nose of the aircraft to the selected target point. If the menu line in the upper part of the instrument is activated the distance and the estimated time of arival at the selected target will be displayed.

After pushing this button the internal coordinates of the aircraft and the name of the map in use are displayed at the top of the screen. This function can be used to correct local discplacements of the map (see chapter Correction of Coordinates).

With this button the map can be rotated so that north or track is up. Track up means that the nose of the aircraft will always point to the upper border of the instrument and the map will be rotated.

Fig. 6 Same as Fig. 22 but with track up

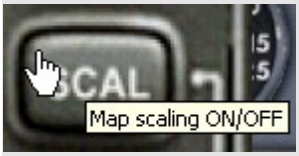
With this button an arrow extending from the nose of the own aircraft can be displayed which shows the direction of the current track. The button can be toggeled to increase the length of the arrow.

• Fig. 7 Small (left) and long (right) track arrow

This button can be used to switch off Apollo AirMap.

This button can be used to toggle the display between the Microsoft GARMIN 500 and Apollo AirMap view.

Fig. 8 GARMIN 500 view



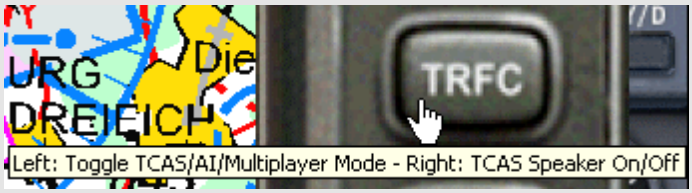
With this button the scale mode can be activated/deactivated. In scale mode the scale of the map will be changed if the size of the instrument is changed.

If scale mode is not active and the size of the instrument is changed then the scale of the map will not change. If the instrument will be changed to a small size, the map view will also be small. If the instrument will be changed to a large size, the map view will show a large part of the map.

If scale mode is active then the map view will nearly show the same part of the map when the instrument is resized. If the instrument is resized so that it is small, then the map view will also resized so that nearly the same part of the map is shown. If the instrument will be resized to a large window then the the map view will also be inlarged so that nearly the same part of the map is displayed. In scale mode the part of the map which is shown will be the same if the proportion of width and hight are retained during the resize of the instrument. This means the map will never be distorted.

Fig 9 Apollo AirMap with large map view

- Fig 10 Apollo AirMap resized to small instrument without scale mode active (left) and with scale mode active (right)



With this button the TCAS and ATC-radar mode can be activated/deactivated. The first push of this button activates the TCAS mode. In this mode all AI-aircraft in the altitude range 1500 feet above and below the own aircraft will be displayed in different color depending on there distance and closure rate. Aircraft which are nearest and have the highest closure rate will be displayed in red. Aircraft which a more distant will be displayed in yellow. All other aircraft will be displayed in white. An arrow alongside displays the relative movement (up or down) and a numeric label at the aircraft displays the altitude seperation in units of 100 feet. E.g. a 12 alongside means that the AI-aircraft is 1200 feet above the own aircraft.

A second push on this button activates the ATC-radar mode. In this mode all AI-aircraft within 60 NM are displayed. Alongside of each aircraft a label shows the call sign, the speed, and the altitude of the aircraft. A green arrow at each aircraft displays the actual heading. A third push on this button will deactived the ATC-radar and the TCAS mode.

In multiplayer mode the AI-aircrafts are replaced by the multiplayer aircraft:

Fig. 11 TCAS Mode

Fig. 12 ATC-Radar Mode

With this button the color of the flightplan and the aircraft can be toggled. If a flightplan is active and displayed as an overlay line on the map this button can be used to toggle the color of the flightplan. If the flightplan is not displayed on the map the button can be used to toggle the color of the aircraft.

This button can be used to toggle a state line at the top of the display. The state line displays the selected options and modes. In Fig. 13 the following selections are used: Mode ATC-radar, zoom 8, orientation „track up“, scaled map, and map is sectional Chicago.

A second push on this button will display speed, heading, and altitude of our own aircraft:

Fig. 13 State line at the top

• Fig. 14 Waypoint data

In addition in the upper right corner wind direction and speed will be displayed.

If you use the right mouse button a menu page will be shown:

Fig. 15 Menu main page

The button **Add/Remove AirMap to/from panel** activates the AirMapPanelConfigurator.

The button **Help** displays this documentation (provided that Adobe Acrobat Reader is installed)

The button **Follow AI / Multiplayer Aircraft** shows a second page. This function is available in the r AI / Multiplayer mode.

The button **TCAS Speaker: ON /OFF** toggles the TCAS-sound in TCAS mode.

The button **Return to map** reactivates the map mode.

The button **License Manager** activates the AirMapActivator (product activation).

The button right down will be used to display a second page (this option is only available if additional functions are installed).

The button **Follow AI / Multiplayer Aircraft** shows another page:

• Fig. 16 AI / Multiplayer aircraft

On this page a list of up to 100 AI / Multiplayer aircraft will displayedt. By the selection of an aircraft this aircraft will be shown at the center of the map. In this mode you can follow any aircraft as long as it is displayed in Flight Simulator. The own aircraft will be displayed in the map with an black direction arrow. This „Follow Me“ mode can be stopped by clicking on the CNTR-button. If the „FollowMe“ mode is active you can jump from aircraft to aircraft by simply clicking on a displayed aircraft symbol. In this mode the panning function cannot be used.

If the selected aircraft is no longer displayed by the Flight Simulator a beep will be generated an the map will recenter on the own aircraft.

The buttons ▲ and ▼ can be used to zoom into and out of the map (some maps do not allow a zoom out).

If the buttons of Microsoft GARMIN 500 in the Flight Simulator menu „Controls“ „Settings“ are assigned to keys or joystick buttons then these keys and buttons can be used to trigger the „left“-button function of the corresponding buttons of Apollo AirMap.

The assignment of key events to keys of GARMIN500 and of AirMap is shown in the table below.

Ereignis	***GARMIN500***	***APOLLO AirMap***
GPS_NEAREST_BUTTON	NRST	CNTR
GPS_OBS_BUTTON	OBS	TRK
GPS_MSG_BUTTON	MSG	VEC
GPS_FLIGHTPLAN_BUTTON	FPL	FPL
GPS_TERRAIN_BUTTON	TERR	LINK
GPS_PROCEDURE_BUTTON	PROC	CHRT
GPS_CURSOR_BUTTON	PUSH CURSOR	PUSH CURSOR
GPS_ZOOMIN_BUTTON	ZOOM IN	ZOOM IN
GPS_ZOOMOUT_BUTTON	ZOOM OUT	ZOOM OUT
GPS_DIRECTTO_BUTTON	DIRTO	MENU
GPS_MENU_BUTTON	MENU	TRFC
GPS_CLEAR_BUTTON	CLR	SCAL
GPS_ENTER_BUTTON	ENT	COL
GPS_GROUP_KNOB_DEC		TOGGLE AIRMAP BORDER
GPS_GROUP_KNOB_INC		TOGGLE AIRMAP/GARMIN

Correction of Coordinates

In some maps the airports and runway symbols are not drawn to scale. Therefore the position of these symbols may be incorrect compared to the position in Flight Simulator. If this is the case the runway position in Flight Simulator and in Apollo AirMap may differ. This difference can be corrected by a local adjustment.

In subdirectory Apollo AirMap\System is a file named offsets.txt. This file contains already corrections for several airports/runways. This file can be edited with every text editor (e.g. wordpad). You have to obey same rules if you want to add your own corrections to this file. In the following a part from this file is shown:

```
[DTK2\GERMANY]
52 33.47 13 16.02 6 -3 5 // Berlin Tegel EDDT 8L
53 37.53 10 0.01 6 3 0         // Hamburg EDDH

[Europe\GERMANY]
//ICAO
// Germany
53 47.03 7 55.00 3 -11 -2      // Wangerooge EDWG 10
54 22.91 10 9.26 3 1 7         // Kiel EDHK 26

[USA\New_YORK]
40 38.90 -73 45.90 12 -3 -21   // New York KJFK 22R

[USA\Miami]
```

If you push the coordinates button the path to the map in use will be displayed together with the actual internal coordinates. The displayed path is a reference to the file **offset.txt**, e.g. USA\NEW_YORK is the reference to the entry [USA\NEW_YORK] for the sectional of New York. All entries after this reference until the next reference in square brackets belong to the New York sectional.

All entries have the same structure (example New York KJFK 22R):

Geographic latitude in degree and minutes (40 38.90)
Geographic longitude in degree and minutes (-73 45.90)
Radius in minutes (12)
Offset in X (-3)
Offset in Y (-21)

All data are for New York KJFK 22R and have the following meaning. Within an circle with a radius of 12 minutes around the center 40° 38.9‘ , -73° 45.9‘ all coordinates of the map shall be corrected by –3 units in the X direction and –21 units in the Y direction. This correction brings the position of the runway 22R in the map and in the Flight Simulator to a close match. Without this correction the aircraft will not be located on the runway in the map if it is in Flight Simulator.

The values for this correction can be determined by placing the aircraft on the runway in the Flightsimulator and determing the geographic position (display in Flight Simulator with **shift + Z**). These coordinate values must be entered into the offset.txt file. Then the coordinates button of Apollo AirMap must be pushed. The actual internal offset coordinates (0,0) will be displayed in the upper left corner of Apollo AirMap. Now you can move the aircraft in the slew mode until the aircraft is exactly on the runway on the map. Now you can read the internal offset position from the Apollo AirMap display and you can write them to the offset.txt file. The value of 12 for the radius of the region around the runway is only an example. You can use a smaller or larger value. The idea of this region is that the coordinate correction is applied at the center of this region and

will decrease with increasing distance from the center. At the border of the region the correction will be vanish.

After modification of the offset.txt file you must save this file. Then you have push the coordinates button again to reaload the offset.txt. Now the aircraft will be displayed at the corrected position. If the position is not satisfactory you can repeat the procedure again.

Fig. 17 Display of pixel coordinates and the map in use

The border of the instrument can be shown / hidden. To hide the border you must click on the center of the map. In this region the mouse cursor will have the form of a hand:

Fig. 18 Instrument with border

Fig. 19 Instrument with hidden border

The size of Apollo AirMap-Panel can be changed. If the mouse cursor is placed on a corner of the instrument border the cursor will change to an arrow. Now the size of the panel can be changed by dragging the window corner to the desired position:

• Fig. 20 Boeing cockpit with small Apollo AirMap-Panel

AirMap.ini File

After installation of APOLLO AirMap the file AirMap.ini can be found in the AirMap installation path ..\Apollo\AirMap\System. This file contains parameters which can be modified manually. The following parameters can be modified:

[Apollo Software GigaMap]

InstalledMaps=2 ;number of installed AirMap products

FlightPlanColor=3 ;color of the actual flightroute

AircraftColor=0 ;color of own aircraft

MapType=9 ;last chart loaded

PATH=e:\\programme\Microsoft Games\Flight Simulator 9\Apollo\Maps ;path to the installation of APOLLO AirMap

GIGAMAP2=AirMap USA ;description of the DVD with label GIGAMAP2

GIGAMAP1=Germany ;description of the DVD with label GIGAMAP1

FrameUpdate=4 ;update rate of the APOLLO AirMap instrument

TrafficRange=100 ;radius within AI /Multiplayer aircrafts are shown

AIMultiplayerUpdate=5 ;update rate for changes in the position of AI/Multiplayer aircraft

[GoogleEarth]

Link=D:\Daten\Apollo\AirMap\GoogleEarth ;Link zum GoogleEarth Ordner

InstallPath=C:\Programme\Google\Google Earth\googleearth.exe ;Pfad zur GoogleEarth Installation

VirtualEarth]
Link=D:\Data\Apollo\AirMap\VirtualEarth ;Link to VirtualEarth folder

MapMode=GM_AirMap.htm ;GM_AirMap.htm = GoogleMap, VE_AirMap.htm = VirtualEarth

Airport Charts

In addition to the US Sectionals, Terminal Area Charts (TAC), or ICAO and Topographical charts in the European version you can also select airport diagrams via the CHRT button (left or right mouse button to move forward - backward). This will display detailed airport diagrams including taxiways to make taxiing at busy airports easier and to avoid runway incursions. Airport diagrams are currently available for all 32 US Class Bravo airports and at the Class Charlie airport of KCMI Champaign, Illinois, in memoriam BAO Ltd. of Champaign - Illinois, the company that "invented" what became later Microsoft Flightsimulator. More airport charts might be added in the future as downloadable add-ons on the APOLLO Software website at www.apollosoftware.com

To change the orientation of the display between NORTH UP, TRACK UP or TEXT UP (TEXT UP for easier reading, only for charts that are not already NORTH UP by default) press the TRK button.

KATL-Atlanta
KBOS-Boston
KCLE-Cleveland
KCLT-Charlotte
KCVG-Cincinnati
KDAY-Dayton
KDEN-Denver
KDFW-Dallas Ft.Worth
KDTW-Detroit
PHNL-Honolulu
KSFO-San Francisco
KIAD-Washington-Dulles
KIAH-Houston
KJFK_New York Kennedy
KLAS-Las Vegas
KLAX-Los Angeles
KMCI-Kansas City
KMCO_Orlando
KMEM-Memphis
KMIA-Miami
KMSP-Minneapolis
KMSY-New Orleans
KORD-Chicago O'Hare
KPHL-Philadelphia
KPHX-Phoenix
KPIT-Pittsburgh
KSAN-San Diego
KSEA-Seattle
KSLC-Salt Lake City
KSTL-St.Louis

KTPA-Tampa
PANC-Anchorage

G1000 and FSX

The FSX comes with a new version of the GARMIN GPS: the G1000. APOLLO AirMap comes with a special version of the G1000. The APOLLO AirMap for the G1000 has the same functions as the G500 with one exception. The instrument border cannot be hidden.

Microsoft Flight Simulator X
Flights Aircraft World Options Views Help
GARMIN
NAV1 108.20 113.70
NAV2 116.80 110.60
MAP - NAVIGATION MAP
128.300 128.250 COM1
127.800 127.900 COM2
HAMBURG
CNTR TRK VEC FPL LINK CHART COORD
MENU TRFC SCAL COL GPS OFF ALT
HDG NAV CRS BARO RANGE PAN FMS

• Fig. 21 GARMIN 1000 and APOLLO AirMap with FSX

Global Xplorer

Every map product will be deliverd with a runtime module (ApolloGarmingps.gau bzw. ApolloG1000gps.gau). This runtime module are used to display the maps on the screen of the AirMap-instrument. APOLLO Global Xplorer is an additonal addon which can be used without any installed maps. APOLLO Global Xplorer uses worldwide satellite data and street maps.

In this standalone Version of FS AirMap you can to toggle between 3 differt maps by clicking with the right mouse on the CHRT button. The maps are: road, satelite and combined. If there are additinal maps installed you can toggle between the global maps and the additional maps as usual by clicking the left and right mouse button on the chart butto. But if a global map is displayed only the right mouse button will toggle between maps.

- Fig. 22 AirMap Global Xplorer (New York)

Note

Information on new maps, updates, new documentation, downloads, and news on Apollo AirMap can be found at the Apollo website:

http://www.apollosoftware.com

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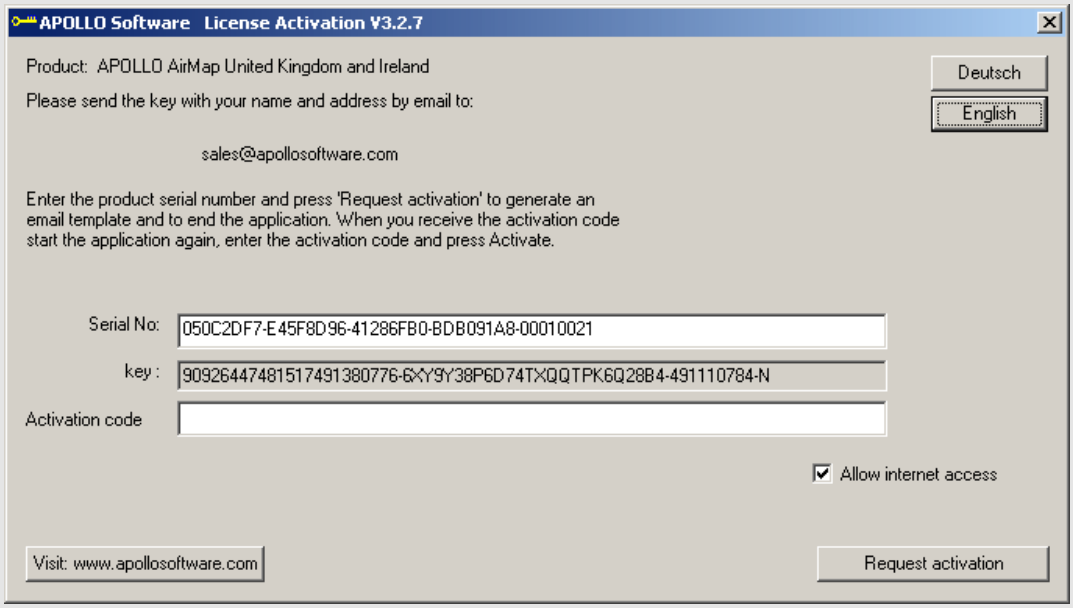
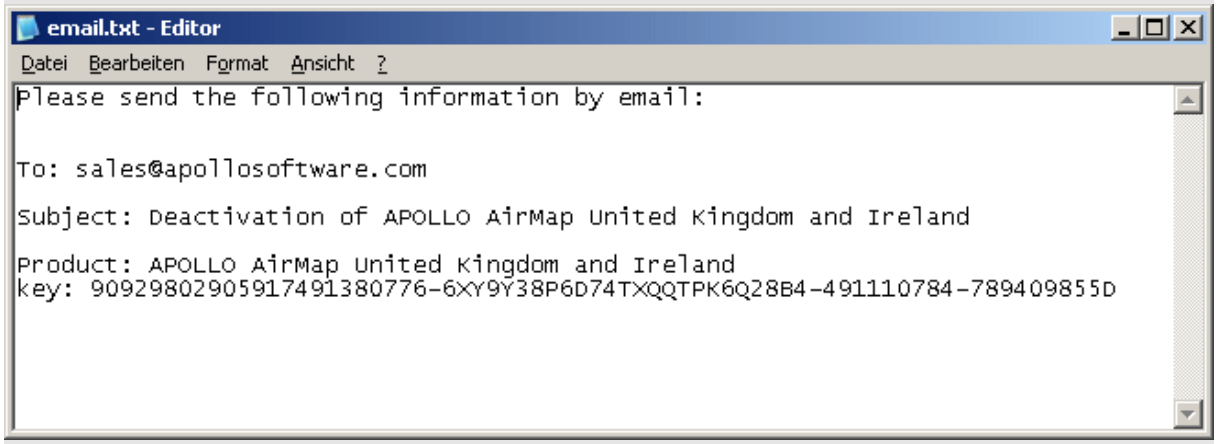
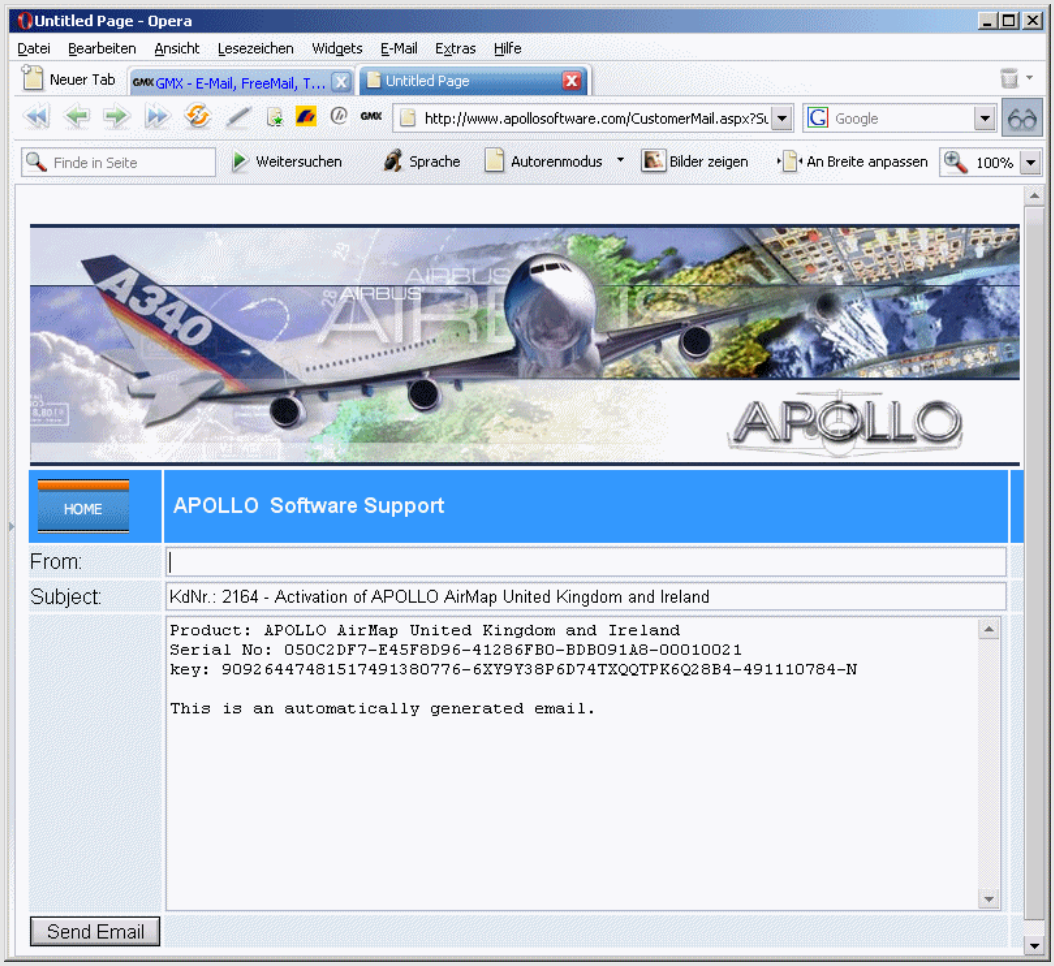

APOLLO Software License Activation V3.2.7
Product: APOLLO AirMap United Kingdom and Ireland
Please send the key with your name and address by email to:
sales@apollosoftware.com
Deutsch
English
Enter the product serial number and press 'Request activation' to generate an email template and to end the application. When you receive the activation code start the application again, enter the activation code and press Activate.
Serial No:
050C2DF7-E45F8D96-41286FB0-BDB091A8-00010021
key :
9092644748151749138077 6-6XY9Y38P6D74TXQQTPK6Q28B4-491110784-N
Activation code
Allow internet access
Visit: www.apollosoftware.com
Request activation

• Fig. 23 AirMapActivator

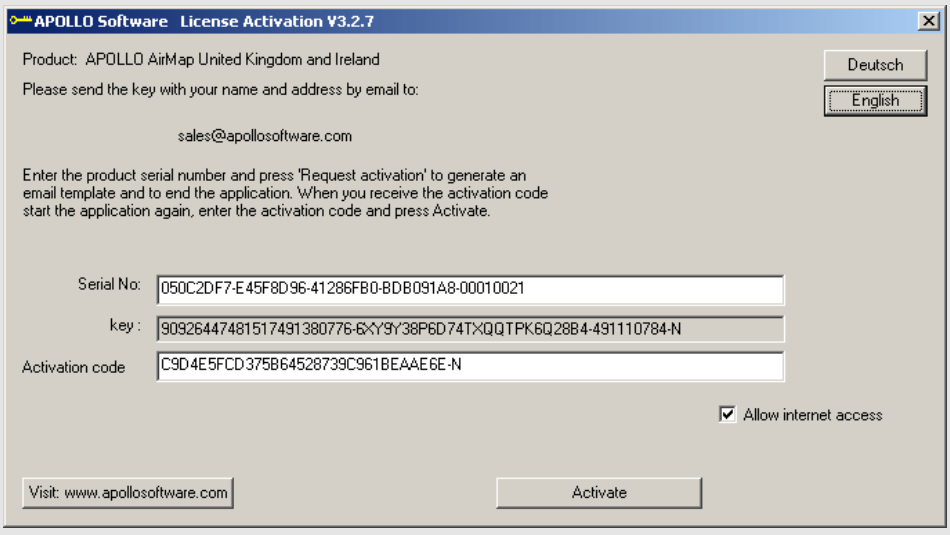

email.txt - Editor
Datei Bearbeiten Format Ansicht ?
Please send the following information by email:
To: sales@apollosoftware.com
Subject: Deactivation of APOLLO AirMap United Kingdom and Ireland
Product: APOLLO AirMap United Kingdom and Ireland
key: 909298029059174913807 76-6XY9Y38P6D74TXQQTPK6Q28B4-491110784-789409855D

• Fig. 24 Activation request

If you have no active internetconnection than the textwindow in Fig. 23 will be displayed. Please send this information per email to sales@apollosoftware.com.



• Fig. 25 Activation request on internet


APOLLO Software License Activation V3.2.7
Product: APOLLO AirMap United Kingdom and Ireland
Please send the key with your name and address by email to:
sales@apollosoftware.com
Deutsch
English
Enter the product serial number and press 'Request activation' to generate an email template and to end the application. When you receive the activation code start the application again, enter the activation code and press Activate.
Serial No:
050C2DF7-E45F8D96-41286FB0-BDB091A8-00010021
key :
90926447481517491380776-6XY9Y38P6D74TXQQTPK6Q28B4-491110784-N
Activation code
C9D4E5FCD375B64528739C961BEAAE6E-N
Allow internet access
Visit: www.apollosoftware.com
Activate

• Fig. 26 Final activation

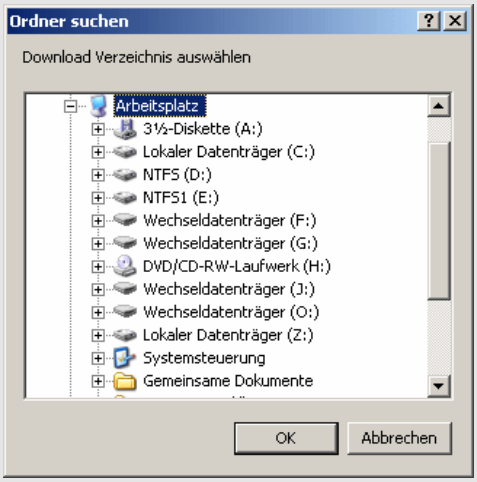
After you have received your activation code from us please enter it into the empty field and click “Activate” (Fig. 26). Now you can use the software with no time restrictions.

Internet Downloads

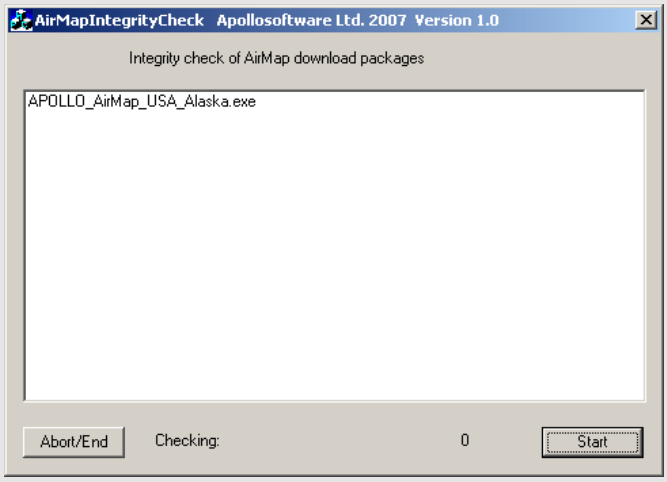
If you have purchased APOLLO FS-AirMap via internet download, we recommend using a download manager like getright from www.getright.com with resume-feature which can resume an unfinished or interrupted download. After the download is complete, you should check the file integrity before installing it using our free tool "**AirMapIntegrityCheck.exe**" which you can download here:

www.apollosoftware.com/products/Airmap/Tools/AirMapIntegrityCheck.exe.

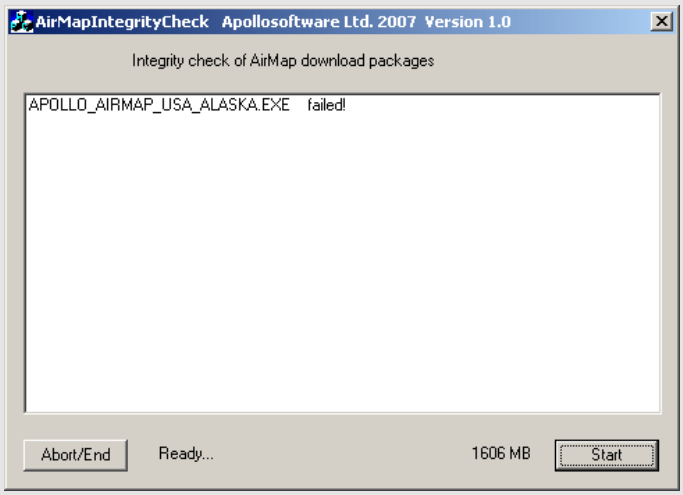
After you start this tool, simply point to the location where you have downloaded the APOLLO AirMap files and click "start" to check the file integrity checksum.



• Fig. 27 Select the download directory



• Fig. 28 List of files to check for integrity



• Fig. 29 File integrity check result

The tool will display all APOLLO AirMap files to be checked. To check the file integrity click the START button. Depending on the files this may take some time. The resulting message will show „OK“ or „failed“ .

Apollo AirMap has an internal integrity check function. This function will inform you at program start if the program has been modified. This is an additional protection against potential virus infection. If the program has been modified it is recomended to reinstall AirMap.

License Transfer

Through the process of activation a product will be bound to the computer where AirMap is installed. You can install AirMap on a different computer without a new activation code if you transfer you license to the other computer by help of the **AirMapLicenseTransfer.exe** program. This program can be found in the AirMap installation subdirectory **..\Apollo\AirMap\System**.

After start of the AirMapLicenseTransfer program you will be ask whether you will read the instructions. The instructions are:

"License will be transfered from licensed computer (source) to the non licensed computer (target)."

1: Install AirMap on target Computer.
2: Insert removable media (floppy, usb stick...) to target Computer.
3: Start LicenseTransfer program on target Computer (this program) and follow instructions.
4: Temporary license will be created on media.
5: Remove media from target computer and insert media in source computer.
6: Start LicenseTransfer program on source Computer.
7: License will be transfered to media.\
8: Remove media from source computer and insert it to target computer.
9: Start LicenseTransfer program on target computer.
10: License will be transfered to target computer

To transfer a license to a different computer AirMap must be installed first on the new computer. (Step 1). The new installation can be used for maximum of 7 days as long as the license has not been transfered to the new computer.

In the next step (2) a transfer media must be inserted on the new computer (disquette or usb-stick).

In the 3rd step the AirMapLicenseTransfer program must be started on the new computer an a temporary license file will be saved to the transfer medium (step 4).

In the next step (5) the transfer medium must be removed from the new computer and inserted to the old computer.

In step 6 the AirMapLicenseTransfer program must be started on the old computer.

In step 7 the license on the old computer will be deactivated and transfered to the transport medium.

In step 8 the transport medium must be removed from the old computer and inserted in the new computer.

In step 9 the AirMapLicenseTransfer program must be started on the new computer again and the license file will be transfered to the new computer in step 10.

Now AirMap can be used on the new computer.

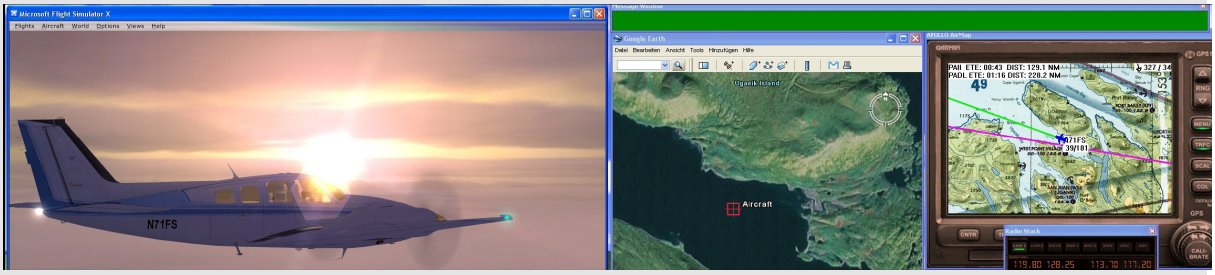
Windows Vista Installation

APOLLO AirMap must have read and write access to the harddisk of the computer at runtime. Under Windows Vista the read and write rights of an application depends on the subdirectory where the application needs these rights. If the application is installed to the program files subfolder normaly the wirte access is not granted. The application can only write to disk if it will be executed with administrator rights.

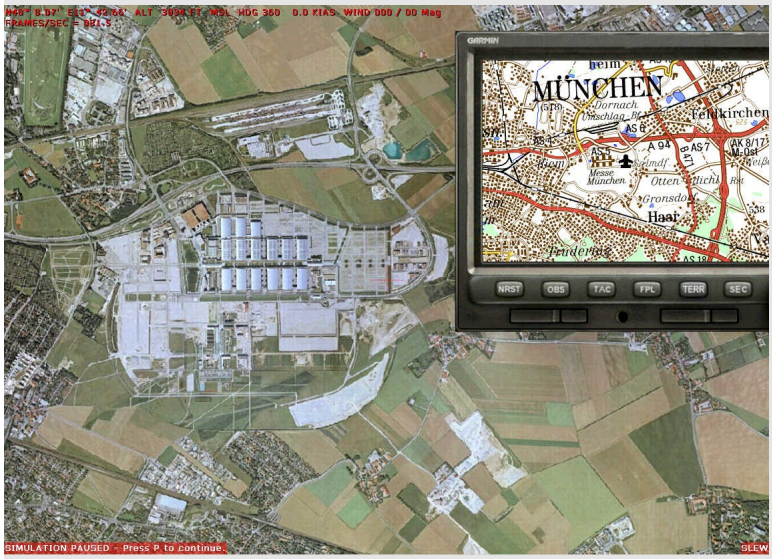
AirMap suggests a standard installation path at setup, which overcomes this problems. If you decide not to use this installation path and if you install AirMap under a path where the write access is not normaly granted by Windows then you must execute the Flight Simulator with administrator rights to use AirMap properly. You can start Flight Simulator with administrator rights by a right button mouse click on fs9.exe or fsx.exe. In the context menu which will then pop up you must select the menu entry „Start with administrator rights“.

To install APOLLO AirMap requires elevated user privileges. If you are not loged on with elevated user privileges Vista will ask you for the administrator password. After entering the administrator password AirMap can be installed without any problems.

• Fig. 30 AirMap USA VFR Sectional: Denali park Alaska Mission



• Fig. 31 Dual Monitor configuration connected to GoogleEarth



Airmap Germany Topo :

München Messegelände

• Fig. 32 AirMap USA Airport Runway Diagram Chicago KORD

• Fig. 33 APOLLO AirMap Panel and Garmin G500 Panel side by side

• Fig. 34 AirMap USA VFR Sectional Seattle

• Fig. 35 AirMap USA Terminal Aerea Chart TAC Seattle

• Fig. 36 AirMap USA VFR Sectional: Jackson Hole, Wyoming

• Fig. 37 Airmap ICAO Germany: Karwendelgebirge, Bayern

• Fig. 38 AirMap Austria ICAO: Vienna

• Fig. 39 AirMap Austria Topo : Innsbruck